



RFP NO. 0906-10-PBP
PEDESTRIAN & BICYCLE PLAN

October 20, 2009

ADDENDUM #1

TO: All Prospective Offerors

REFERENCE: **RFP 0906-10-PBP**

PRE-PROPOSAL MEETING / OCTOBER 16, 2009

Firms in Attendance:

A. Morton Thomas	O'Brien & Keane	VA Tech Urban Affairs & Planning
Alta Planning & Design	R K & K	VHB
Clark Nexsen	Rhodeside & Harwell	Volkert
Harris, Miller, Miller & Hensen	Sam Schwartze Engineering	William H. Gordon Assoc
JMT	Toole Design Group	Working Energy

QUESTIONS FROM PRE-BID MEETING AND/OR EMAILS

- Q1. Will the plan cover every street in the City?
A1. Yes
- Q2. What is the scope of the project City verses VDOT control? .
A2. There are 72 lane miles in the City which are controlled and maintained by the City. This includes Broad and Washington Streets which are national highway streets and have special requirements and VDOT oversight. The other streets have much less VDOT oversight.
- Q3. What data is available for streets?
A3. GIS data, Real Estate Maps, Traffic Counts (VDOT) for selected streets. The City has not performed traffic counts.
- Q4. Are there counts specific to bicycle and pedestrian traffic?
A4. No.
- Q5. Is this the first time for this type of study?
A5. Yes.
- Q6. For the pedestrian bike plan, will there be public participation?
A6. Yes. There will be communication with boards and commissions.

- Q7. Will the Contractor be expected to plan, organize and/or attend the public meetings?
A7. The extent of Contractor participation is to be determined and will be negotiated with the awardee.
- Q8. What is the allocated amount/budget for the project?
A8. The \$400K RSTP Grant covers two years of allocations. There has been no specific budget set for the project.
- Q9. What is the duration of the project?
A9. Term of the contract is to be determined. Contractors are to include proposed timelines in proposal.
- Q10. What is the expected start date?
A10. As soon as possible with the understanding that the project will have to be presented and approved by the City Council and VDOT. Early January 2010 is a probable date.
- Q11. Where are the policy documents?
A11. The policy documents and available plans are on the City's website (www.fallschurchva.gov).
- Q12. When will existing data be made available?
A12. Applicable available data will be provided to the contractor upon award.
- Q13. Is transit performance or operational analysis required?
A13. No, but information including number and location of bus stops, etc. would be a component of deliverables.
- Q14. Does the City have George and Metro Bus service?
A14. Yes
- Q15. Will there be any political complications involved with the project?
A15. The project will be subject to City Council review and input as well as involvement with the City's Citizen Advisory Committee on Transportation as the primary focus group along with the Planning Commission.
- Q16. Who will be the Project Manager?
A16. Project lead will be in the Planning Department.
- Q17. What type of designs, surveys would be required? Would civil engineering be included?
A17. Yes. Biddable design docs will be required for the first tier of recommended improvements.
- Q18. Are there concerns or limitations on Not for Profit involvement?
A18. No.
- Q19. Are there any considerations related to adjoining jurisdictions?
A19. Since the City is bordered by Arlington and Fairfax counties, such considerations would need to be a component of the plan.

- Q20. Is this contract funded federally or by the state?
A3. Federal Funds for the Master Plan will be funneled through VDOT.
- Q21. Does this contract require 10% DBE participation?
A21. No, See page 43 under Section C. Good Faith Effort.
- Q22. Can the prime receive credit for being DBE?
A22. See RFP, Page 35, first paragraph.
- Q23. On page 43 under Section C. Good Faith Effort, it states federally funded project... until further notice, DBE goals will not be assigned to consultant service contracts. Would this be the case for this contract?
A23. Yes
- Q24. Did the federal government stipulate no DBE goal assigned to consultant service contracts?
A24. In DBE Goal setting, the federal regulations require a "level playing field" for DBEs competing along side non-DBEs. To do this, per the federal regulations, there may be some contracts let with goals and some with a "race-neutral" goal. Race-neutral goals are generally set when there is an indication that the bidders will subcontract some of the work to DBEs even though a specific goal was not set. For a time period, VDOT has been using race-neutral goals on professional services contracts as a pilot to see if a 10% goal could be achieved without a specific goal being set. The pilot is ending, and professional services contracts may be seeing specific goals set once again. However, this particular RFP contains the race-neutral goal.

All other terms and conditions remain the same. This Addendum is acknowledged and considered a part of the request for proposal:

Name of Firm

Signature

Date

ONE SIGNED COPY OF ADDENDUM MUST BE RETURNED WITH PROPOSAL